

BENT RIM BUGLE

Vol. 5 No. 4

Winter 1991 - 92B

A Publication of the Michigan Mountain Biking Association

ANNUAL MEETING
FOR 1992
SUNDAY
FEBRUARY 2
TIME: 2:00 PM
PLACE:
KELLOGG CENTER
LANSING MI
AUDITORIUM

- AWARDS TO BE PRESENTED TO THE WINNERS OF THE MMBA POINT SERIES
- MEMBER OF THE YEAR AWARD TO BE PRESENTED
- COMPLETE LISTING OF POINT SERIES STANDINGS WILL BE AVAILABLE
- NEW OFFICERS WILL BE INTRODUCED
- NEW CHAPTER PRESIDENTS WILL BE INTRODUCED
- KEYNOTE SPEAKER TO BE ANNOUNCED
- REFRESHMENTS WILL BE ON SALE
- NEW MMBA POINTS SERIES SCHEDULE WILL BE AVAILABLE
- NEW MMBA DISPLAY CAN BE SEEN
- PLUS MUCH MORE....



WHERE ARE THESE PEOPLE GOING? TO THE 1992 ANNUAL MEETING, OF COURSE! SUNDAY FEBRUARY 2 BE THERE!!

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DNR Trails Update . . .

By Dwain Abramowski
Who's Minding the Store?

Since Jon Roethele's retirement last fall (see BRB Fall 1991 issue) I've been trying to find someone who could replace the information that Mr. Roethele provided us with each quarter. Well it's not been easy. Add with it the chaotic shake up that our illustrious governor has forced upon our state and you are lucky to find someone answering the telephones.

I was able to track down two individuals, who in addition to assuring me that they would help me find someone who would relate information to us from the DNR through our publication, also share with me some interesting information.

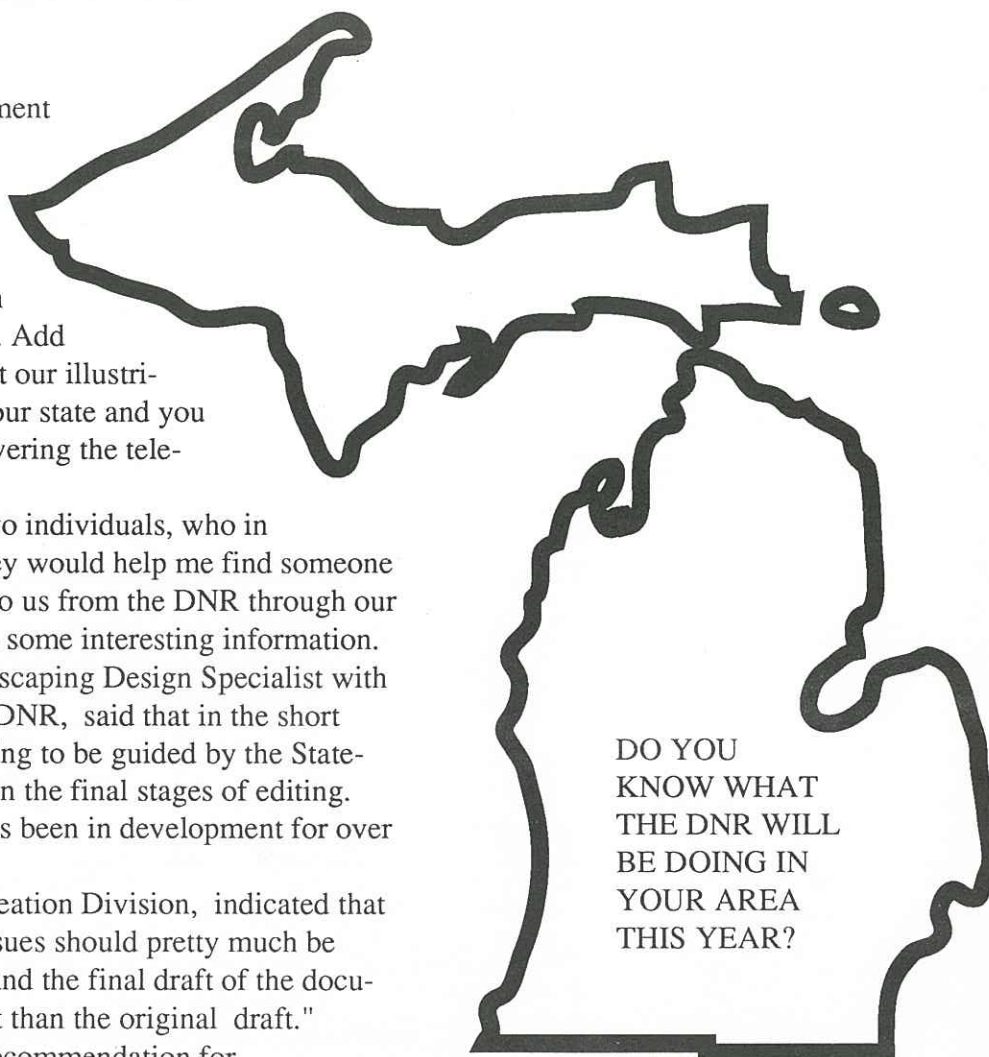
Mark Mandenberg, a Landscaping Design Specialist with the Recreation Division of the DNR, said that in the short term, "the trails program is going to be guided by the State-wide Trails Initiative which is in the final stages of editing. The document, as you know has been in development for over two years."

Paul Wells, also with Recreation Division, indicated that "in terms of off-road biking, issues should pretty much be guided by the Trails Initiative and the final draft of the document is not that much different than the original draft."

In the draft document the recommendation for "Off-Pavement Bicycling reads as follows, "The DNR recommends that off-pavement bicyclists follow, and user groups promote, the 'Off-Road Cyclist's Code' developed by the National Off-Road Bicycle Association." This code can be found on the right hand corner of this page, modified with more comprehensive additions from the International Mountain Biking Association (IMBA) and the Michigan Mountain Biking Association (MMBA).

However, the main focus of the document, according to Wells, is "to give a clearer picture of trails in terms of Rail-Trail development. Rail-Trail projects under "development " for this year include, the Lakeland's Trails in southeastern Michigan, Grand Rapids to Muskegon, Grand Rapids to Cadillac, Midland to Baldwin, and Mackinaw south to Hawks to name a few." Development can mean anything from

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MMBA Responsibility Code

1. Always yield the right of way to other trail users.
2. Slow down and pass with care (or stop).
3. Control your speed at all times.
4. Stay on designated trails
5. Don't disturb wildlife or livestock.
6. Pack out litter.
7. Respect public and private property.
8. Know local rules.
9. Plan ahead.
10. Avoid riding in large groups.
11. Minimize impact.
12. Report incidents of trail impasse to local park authorities.

NOTES FOR YOUR FANNY PACK:

NOTE 1:

New and renewing members of the Michigan Mountain Biking Association will soon be getting another bonus in their yearly packet of membership information. The new item is a unique sticker for their bike, bike helmet or any other non-porous surface where you want the benefits of this sticker used.

The sticker is called *MediSeal* (though this name may be changed by the manufacturer soon). MediSeal is an emergency information system.

It works like this :

You remove the back of the sticker when you receive it and write your name, address, phone, a contact person(s) name and any important emergency medical alerts you feel would be important for others to know in case something happened to you while you were on your ride. You then peel off the backing that surrounds the information area and place the whole sticker on your bike (helmet or other recreational items such as skis, boots, poles, in-line skates, sailboard, etc.) The side with the information remains hidden behind a medical emergency sign that says "In case of emergency remove this information panel". The sticker is bright red and white and easy to see. There is also a 911 alert sign on the sticker.

The sticker is something that one hopes is never used, but if there is an emergency those who are helping have a place to start. When you use the *MediSeal* system you don't have to think twice about carrying identification with you and the sticker may remind you to think safety first when you do ride. If you have any questions about receiving your *MediSeal* sticker contact your chapter president.

NOTE 2:

The Michigan DNR is undergoing some major changes. The state budget crunch has forced the DNR to cut its parks staff by one-third since 1981. Camping fees have soared. Many park opportunities once taken for granted are gone, such as fireside lectures about wildflowers and forest animals, 64 of the 94 state parks are no longer on a year-round operation schedule. The crunch has gotten so bad that park administrators have been talking about and in some cases turning over some smaller parks or recreation areas to local government.

It is campers who contribute more than 70 percent of the park system's fee revenues. However, the percentage of park visitors who camp has dropped from 30 in 1970 to about 23 now.

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"Our Mother Earth"

Use them wisely and recycle.

This magazine is printed on recycled paper.

NEXT BRB DEADLINE

MARCH 1, 1992

Classified Ads

Woodland Mountain Biking

This exciting new publication explores mountain biking from a different angle, from the forest out. This magazine covers more ground than just the trail. **Woodland Mountain Biking**, explores the forest as a living breathing environment which we are all a part of not, passing through. LOOK FOR MORE INFORMATION SOON IN THIS AND OTHER PUBLICATIONS OR CONTACT DWAIN AT (616) 784-9327.

(Notes cont., from page 3)

Parks that are under consideration for donation to local governments are Baraga and Twin Lakes state parks in the Upper Peninsula, Traverse City State Park, Rochester-Utica State Recreation areas well as others. Some park and recreation area managers may be asked to combine duties and many of the park managers that the MMBA is now working with on land and trail activities could change.

If you'd like to comment on the state parks system, write to: Russell Harding, Director of the Parks Division, Michigan Department of Natural Resources, P.O. Box 30028, Lansing Michigan 48909.

NOTE 3

The best reason to stay on the trail while riding is because you and your magic metal steed don't stand much of a chance running into one of mother nature's reality check points - trees. However, the best trails are smothered in trees.

Did you know that most oak trees produce about 5000 acorns each year. One oak in Texas produced 100,000 in one year.

Some scientists think that trees "talk" to each other by electrical impulses. (I think I've heard them laughing when I've planted my helmeted head in their trunks.)

The world's tallest trees are the coastal Douglas Firs of Oregon and Washington. They can be 350 feet tall.

The 5000 year old Montezuma Cypress, tree of Tule, Mexico is 110 feet high but 112 feet around at the trunk.

Bald cypress trees have roots that grow above the ground called knees.

And finally the largest tree in the forest is always directly at the bottom of the steepest, gnarliest downhill on any given trail.

NOTE 4

At the fall MMBA executive board meeting, statewide goals and objectives for 1992 were discussed by all those present, including your chapter leaders. Included for discussion and development:

1. Expand Statewide Publications.

We are working on sending out a renewal postcard or flyer as memberships expire. Work is continuing on developing and updating a statewide atlas of trails, the concept of selling these atlases as a fund raising project was also discussed. The MMBA informational flyer is going to be revamped for 1992 also, and more information will be shared with the public on how the MMBA can help them and all mountain bikers.

2. Develop and Distribute Point of Purchase Hand Tags for Bikes:

This project is being developed to help make individuals aware of the MMBA when they buy their bikes and will be designed to give them information on the rules of the trail before they leave the shop. Dealer input on this project is being utilized and ideas are welcomed by the MMBA. Just contact us.

3. The MMBA Will Direct Energies Towards New Mountain Biking Territories:

The MMBA hopes to approach and assist various ski areas and private land owners to develop mountain biking trails. It is hoped that activity will open up new areas to mountain biking activities and help spread out the area where

mountain biking takes place.

4. Education:

The MMBA will step up support of those activities that encourage rider education. The best way to positively affect the trails is to introduce people early to trail etiquette, safety, care of the trails, etc... Local chapters will be developing clinics in an effort to achieve these objectives. The MMBA will also be available to speak to other environmental groups and interested organizations.

HOW DO YOU BENEFIT FROM THE MMBA?

- Land Access Updates (see page 2)
- Where to ride/Trail Reviews (see Chapter Chatter in this issue)
- How to contact park officials and legislators (see page 2)
- Chapter Membership - opportunity to get involved at many levels (contact your chapter president see chapter chatter in this issues)
- Special Events: Annual Meeting Feb. 2, 1992 in Lansing, 1992 Points Series, MMBA Fun Day in July 1992, chapter rides, excursions, etc.
- Rider Education/Safety Training (see article on frost bite, read Notes for Your Fanny Pack in this issue)
- Discount at member bikes shops (contact your local MMBA MEMBER BIKE SHOP to see if they participate)
- Membership in the MMBA is currently at about 500 individuals statewide. There are five chapters. Each chapter can share with you areas that have the best riding. The MMBA is one voice in the state that is totally involved with the needs and concerns of mountain bikers.

Yea Baby You Got It...

(Here's some Help If You Don't Want it...)

The place, your favorite riding spot.

The time, winter.

The danger, FROSTBITE. If you got it you won't want it, and if you take a few steps to prevent it, maybe you won't get it. Got it?

How do you know if you've got it? One of the earlier warning signs of frostbite is a painful, burning sensation and the area that is frost-bitten turns numb. It also may become pale and hard to the touch as the fluids in the skin and underlying tissues freeze.

You don't want it? Cover it before it happens. Wearing the proper clothing is one key to avoiding frostbite and its complications. Your Extremities - fingers, toes, ears and nose - are most susceptible to frostbite. Wearing gloves, proper foot-wear, hat / face coverings, etc. is a must as the temperature drops and the wind rises. Also remember when you ride in the winter you create your own windchill factor. The key word is keep it covered and warm.

A hat helps to keep your entire body warm because the body won't pump enough warm blood to your extremities if that blood is needed elsewhere to keep your vital organs warm. A hat helps keep the whole body warmer because the majority of body's heat is lost through your head. Wet clothing and strong winds increase the risk of frostbite because they speed the loss of body heat. If you have circulatory problems or have suffered frostbite before, be extra careful.

Frostbite should be treated promptly because every moment

you delay could result in more damage. Never rub the area with snow or rub it at all. Pressure can damage tissues. If the area is numb and hard, don't thaw it out if there is a chance it will refreeze. Immerse frozen fingers or toes in warm water. A hot water bottle or hot compress can be used on the ears or nose. Dry the skin gently.

A tingling, itching or a burning sensation when re-warming are all good signs that circulation is returning to normal. Frostbite is something that should be taken seriously, and seeking medical attention if there are any questions or concerns is the best route to follow when treating frostbite. And finally if you want to stay warm, don't drink alcohol. Alcohol numbs the senses and impairs judgement so that the danger of frostbite is often ignored and the next thing is:

Yea baby you got it...

HELLO WINTER

By: Dwain Abramowski - Reprinted in part from Michigan Cyclist Magazine.

So here it is, a typical winter here in the Great Lakes State. As we all know that means that we could be looking at a blizzard moving across the lake on a sixty mile an hour gale or, the temperatures outside could be warm (40 to 60 degrees) and the snow that had been piling up in December, is now nothing but a wet memory. If it is a thaw, you can count on one thing - we would all like to be riding.

In terms of road riding, if the pavement's snow free all you need is an open road and a wary eye out for motorists who most likely will not be expecting to see a bicycle sharing

the road with them until spring (however, we all know that even spring is no guarantee a motorist will see you). On the other hand, if we are in the middle of a thaw and your favorite off-road trail is calling you to ride, you might want to put your ear muffs back on so you don't hear it.

Riding trails during a thaw is a risky proposition. The weather may remind you of the last few fall rides you had where it was cold and even wet and a lot of fun. However, once the ground becomes frozen (and the frost -line is reached) riding a thawing trail means running the risk of having a negative impact on the trail.

When the weather is warm during a thaw or in early spring, the soil near the surface will thaw first, but the ground (trail-bed) may still be frozen as much as three feet down. When a trail user (hiker, biker, equestrian) uses the thawing trail, the warm, many times wet soupy tread-way near the surface can be easily rutted and sometimes separate from the frozen ground beneath. In green areas the roots of plants on or next to the trail can be imbedded in the frozen soil farther down and when disturbed can easily be sheered off from the stem and roots in the warmer soil closer to the surface.

The thawing soils are easily rutted. They may refreeze and snow melt and rain will start to follow these small ditches and over time, carry away the tread base. The snow and rain that was trapped in the soil when it froze has not had time to seep down and a lot of trail-bed that may be dry and hard as a rock in the (cont. on page 6)

(Hello Winter cont. from pg. 5)

spring, summer and fall may be virtual mud pits during a thaw and the splashing that walking and riding does as the trail-user moves down the trail can displace the tread-way soil leaving unstable sub-soils exposed and susceptible to excessive impact.

So, though "the weather outside is (or is not) frightful" riding a thawing trail can be downright disastrous. The warm weather can be a blessed gift during one of our cold, grey Midwest winters. But even gifts like warm weather require accepting responsibilities if we want to ride the trails when the warm weather is here to stay.

On the other hand, a snowless, hard frozen trail can be a lot of fun. Some of the best times to ride are when the trails are frozen as hard as a rock. And then, you'll really appreciate the six weeks of pay you put into your bike making it ride like a Porsche. However, it's important you pay close attention to the temperatures and stay off certain trails when that combination of warm weather, frozen sub-soils and thawing top soils can make a mess out of the trail. Using certain trails when conditions warrant otherwise can really "mess" with a user group's reputation and the action of a few irresponsible users of certain trails when they are thawing can endanger access to the trail for others.

Want to ride during a thaw, but not on the roads? A good alternative to riding thawing trails is finding a Rails-To-Trails corridor. These can be a great way to get your spin down early in the season and still give you a hint of that "off road" feeling.

Gravel roads and two-tracks are also good "almost" off-road alternatives. Other possibilities include, riding designated mountain biking trails, where there are procedures in place for mitigating trail impact. These trails, through the cooperative efforts forged between local and state units of government and the volunteers of the Michigan Mountain biking Association have procedures in place to keep up the trails, as well as some trail design features that will lessen impact. The term "save the trails" may mean more than land access, and include "saving" your ride on them for a time when certain trails can handle it. On trails open to mountain biking year-round it means being prepared to pitch in and help mitigate impact when and where it is required.

If you know someone having a problem telling the difference between the two, thawing and frozen, (hopefully not you) help them out with this little demonstration. Stick their head in a freezer for an hour or so (till the frost-line of their brain is reached). When you pull it out bang them up side the head and say "see this is frozen." Then about an hour later when their skin is drooping and flaking off say, "See this is what happens to the trail when you ride them when they are thawing."

If that doesn't work your guess about what to do next is as good as mine. Perhaps send them off to Antarctic this summer, maybe then they'll understand "frozen".

Recently (December) the Potawatomi chapter of the Michigan Mountain Biking Association had a benefit race, called the Abominable Snowman Mountain Bike Race, on

the Gosling Lake loop of the Potawatomi trail in the Pinkney Recreation Area. They raised over 200 dollars (20 linear feet at 10 dollars a foot to build) for boardwalks over wet areas on the trail that may contain spots sensitive to the thawing cycle or over obstacles in the trail. In keeping with the spirit of riding the trails during proper conditions, the Potawatomi Chapter had an alternate plan if the trails were in a thawing cycle or if there was heavy rain - they were to have a bowling benefit instead of the race! As it turned out the trails were frozen and being covered in a blanket of white as the race progressed. They've got frozen and thawing all figured out.

**FEBRUARY 2
1992
BE THERE!
KELLOGG CENTER
AUDITORIUM
HARRISON ROAD
EAST LANSING
MICHIGAN
2 P.M.**

!!! LOOK HERE !!!

NEXT DEADLINE FOR THE
BRB - MARCH 1
THE BRB NEEDS PICTURES-
!!!!YOURS!!!!

**WHY WE LOST BIRD
HILLS IN THE ANN ARBOR
AREA - FIND OUT IN THE
NEXT ISSUE OF THE BRB.....**

Sunday, January 26, 1992

Michigan Cyclist Magazine Winter Mountain Bike Race

Yankee Springs Recreation Area

Gun Lake

part of the 11th Annual Winterfest

Registration - 10-11:30 am

Mass start - 12 noon

Entry Fees

\$10.00 pre-registration

\$15.00 day of event

Free Power Bar to all riders

Classes

Beginner - under 25 & 26 + over -----3

Sport - under 25 & 26 + over -----5

Expert - all ages -----6

Womens - all ages -----3

Awards

5 custom medals per class

Course

Approximately 1.5 miles consisting of plowed campground roads and surrounding fields

For information call

1-800-225-7568

evenings and weekends (616) 453-4245

Gun Lake Area Chamber of Commerce will charge for parking.

Event to run snow or not!

Name _____

Age _____ Sex _____ phone _____

Street _____

City _____ State _____ Zip _____

Emergency contact _____

phone _____

Sponsor or club _____

Entry enclosed \$ _____

\$10.00 pre-registration

\$15.00 day of event

Circle one

Beginner

Sport

Expert

Womens

under 25 26 + over

under 25 26 + over

All Ages

All Ages

Make check or money order payable and mail to:

Michigan Cyclist Magazine

150 Fountain N.E., Grand Rapids, MI 49503

THE MMBA POINTS SERIES FOR 1992

Once again this year the MMBA will be tabulating points at races held across the state for those riders who wish to be a part of the 1992 MMBA Point Series. This year the MMBA has formed a Points Series Committee, to help administrate and implement the point series activities. The committee has listened to input from both riders and race promoters and has carefully consider all the information it has received.

This year the number of races in the Points Series has been increased to 14. On the 1992 calendar of races there will also be exhibition races. These "exhibition" races are provided on our Points Series calendar. Detailed information on those races in the MMBA 1992 Point Series and "exhibition" races will be provided at this years Annual Meeting to be held at the KELLOGG Center Auditorium, in East Lansing Michigan on February 2, 1992.

This spring the tentative 1992 MMBA Point Series Scheduled looks like this:

Kandahar - MMBA Points Series Race -	April 12
Cool-Fat Tire Biathlon (Exhibition Race) -	May 3
Crystal Mountain (Exhibition) -	May 10
Addison Oaks - MMBA Points Series Race -	May 17
Sugar Loaf - MMBA Points Series Race -	June 13
	&
	June 14

A complete MMBA Points Series Schedule of all 14 races for the 1992 season as well as the "exhibition" races for 1992 will be posted at the 1992 MMBA Annual Meeting. There will also be handouts with all the information available at the Annual Meeting.

Tentatively other races on the schedule include, Ice Man A-Cometh in November, as well as other races at Pando, Kandahar and Addison Oaks. "Exhibition" races will include Garland Ski Area, Cannonsburg Ski Area, and the Romeo Peach Festival. Again a complete list of Point Series Races and "exhibition" races will be available at the MMBA Annual Meeting.

Who Was The MMBA POINTS SERIES WINNER FOR 1991?

Come to the MMBA Annual Meeting and find out!

February 2, 1992

East Lansing, Michigan

**KELLOGG Center - Auditorium, Harrison Rd,
East Lansing
Michigan**

AL SABO : THE REST OF THE STORY...

By Dwain Abramowski

Lately I've been reading articles in some bike club publications about what has happened at the Al Sabo Land Preserve, in the Kalamazoo area. Though the articles try to shed some light on what is happening in terms of off-road riding there, they miss a few important bits of information.

Off-road activities at the preserve have been under scrutiny for some time now. Last spring (91) a group of individuals linked with a local chapter of the Sierra Club tried to force a ban through a committee and urge city officials who oversee the preserve to support a ban, all without due process, and with a total lack of regard for pertinent information and limited public input.

At that time a local mountain biker by the name of Bill Schmidt, got involved when a hiker he stopped for on the trail told him the trail was "closed to mountain biking". Bill was shocked and contacted the authorities who oversee the preserve. Bill found out the hiker he spoke to was in error, as the committee set up to act upon information they received from the group connected with the Sierra Club were not scheduled to meet until a week later. Bill did not want to see his favorite local riding area closed.

Bill contacted a local bike club in the area and received little support or information for his concern over the possible closure. There were some attempts by the local bike club to join in with trail maintenance work done by the Sierra Club on the first Saturday of each month, but

commitment was low and turn outs small. That is when he contacted me. I provided Bill and the committee with a large amount of information from around the state and country that indicated what mountain biking was really about and how it "really" affected trail related activities and conditions. The committee ended up tabling the ban at the their next meeting and decided to secure more information before acting. Bill and I, as well as several concerned mountain bikers from the area met with the committee and Bruce Minsley, coordinator of the Preserve for the city.

In the course of a few months Minsley was provided information that Clearly showed mountain biking had no effect on ground water quality, which is the main reason for the preserve's existence. The city of Kalamazoo has all types of wells and roads in the preserve to provide the city with water.

However, Minsley wanted to meet with representatives from both the group promoting the ban and someone representing the mountain bikers in the area. Bill and I with the help of Paul Wells, at Breakaway Bicycles tried to rally the mountain biking enthusiasts in the area to get involved with the preserve. One of the easiest ways to do so would be to join the Sierra Club on the first Saturday of each month and do some trail maintenance with them on the trail which the Sierra Club had been doing for the last decade or more. A few committed bikers attended but it became obvious to Bill and me,

we would have to do better.

Meanwhile Minsley called a meeting at (on) the trail between a representative of the group in favor of the ban on mountain bikes, Verne Mills and myself to visually inspect the trails. I agreed to do so in August (91). After walking the trail at length, and discussing a variety of topics surrounding the various uses and abuses (ORV damage) of the trail system, Minsley concluded that banning mountain bikes from the preserve at the "present" time may not be necessary. Mills responded that even though no action was being taken to keep mountain bikes out of the preserve, he and his group would continue efforts to get them banned.

After our meeting, Verne Mills sent me a copy of a letter he sent a mountain biker/Sierra Club member who was wondering if not mountain biking at the Al Sabo, where? And why other places rather than the Al Sabo? Mill's reply was "enlightening": and addressed a much larger problem we all face; the care as well as preserving of public lands - our backyards. Mills explained in the letter, "I see this as much more than a mountain bike problem-it is an outdoor recreation problem. Many years of biological study and observation have convinced me that our remaining small islands of natural ecosystems are crucial to the long-term well being of ourselves and all other species... the biggest immediate threat to the ecological health of our parks, forest and other public lands is not from industrial polluters or greedy developers, but from people just like you and

(continued on page 9)

(Al Sabo cont. from pg. 8)

me--nature lovers out to have a good time. Backpackers and horse-packers as well as mountain bikers are causing more damage to our public forests..."

"the biggest immediate threat to the ecological health of our parks, forests and other public lands is not from industrial polluters or greedy developers, but from people just like you and me--nature lovers out to have a good time. Backpackers and horse packers as well as mountain bikers are causing major damage to our public forests..."

Verne Mills

Sierra Club Member

Early last fall Minsely contacted me as well as those seeking the ban on mountain bikes in Al Sabo and water department personnel to discuss the "care and preserving" of the Al Sabo backyard which we all share. At that time I contacted Paul Wells, at Breakaway Bicycles in Kalamazoo and explained that instead of me attending the meeting again, perhaps it was time that "someone" in the Kalamazoo area who rides on the Al Sabo take the ball and run with it (I live an hour and a half north of Kalamazoo). Wells agreed and a meeting was set up between Minsely and all those concerned, with Paul Wells as the representative for the mountain bikers in the Kalamazoo area.

Paul contacted me after the meeting and said that what Minsely wanted was a clear and committed effort on behalf of the mountain bikers as well as the group connected with the Sierra Club on how, when and who would be taking care of the Al Sabo "backyard". Wells assured him that mountain bikers would do their part.

So that is "the rest of the story" about the Al Sabo. A worst case scenario, if Mill's way is adopted it looks as if no one will use the preserve. If user groups, including mountain bikers have a positive impact on the preserve there will be no concrete reasons to keep mountain bikers and perhaps other user groups out.

If you ride the Al Sabo, you must help preserve the Al Sabo. If you don't work to preserve it, you will soon find yourself reading this publication as well as other bike club newsletters, "Mountain Bikers Banned From the Al Sabo..." There isn't much to write about a headline like that.

A few final thoughts:

Is it better or worse to have more and more "nature lovers"? How do you get someone to "love" nature - by letting him /her experience it or by keeping them out? Do we have to educate "nature lovers"? If we join hands bikers/hikers, could we change the course and tide of industry and development in our country? If we save a tree but lose the forest are we successful?

Do you want to ride off-road or not?

Finally, how much do you enjoy your experience in the wilderness, enough to work to keep it?

(DNR continued from page 2) surfacing a Rail-Trail to seeing if a Rail-Trail project is feasible.

In the spring issue of the Bent Rim Bugle I hope to secure someone in the DNR who can speak directly to these issues. Perhaps someone in either parks division or in the forestry department.

Meanwhile it is important to keep talking and working with your local riding area administrator. A rumor floating around is that park manager positions are going to be cut back or combined. This will not help matters at all. Sometimes it is hard enough now to find someone to talk with and get direction from in making our parks and recreation areas better for all who use them.

IMPORTANT!!!

Please be sure to attend our Annual Membership Meeting on February 2, 1992 at the KELLOGG Center, on Harrison Road in East Lansing Michigan.

You will be able to talk with members from around the state about where the best places to ride are, meet your chapter president, meet the winners of the MMBA Point Series, meet the MMBA Member of the Year, hear the latest on off-road issues from our guest speaker.

Most of all you'll be a part of what keeps mountain biking in Michigan all it can be.

See You There!

CHAPTER CHATTER...

WESTERN MICHIGAN CHAPTER:

The Western Michigan Chapter of the Michigan Mountain Biking Association has a new president, Dave Klein (related to the "Klein" known for some of the trickiest mountain bikes in the country?..... NOT!)

However, Dave is making a name for himself with all of the mountain bikers in west Michigan as he takes the reins as president for Ian Joyce, who was president in 1991.

Words of wisdom from the Western Michigan Chapter president for 1992:

"As the new president for the Western Michigan Chapter of the MMBA I would like to introduce myself. I am an avid cyclist. I ride both dirt and road. I've been a Boy Scoutmaster for 6 years and am concerned about the environment. As president, and with help from the members of the Western Michigan Chapter, I would like to reach these goals for 1992 - print a monthly newsletter, find a permanent meeting place, and create educational opportunities for new members. I would also like to have a yearly ride schedule and routine trail maintenance.

Recently, Dan Clark, Scott Peterson and I attended the 1992 Chicago Bicycle Show. A lot of people from throughout the country showed interest in the fine riding we have in Michigan and in the Michigan Mountain Biking Association. (See Notes For Your Fanny Pack) From the bicycle show, we have a lot to look forward to in biking innovations.

Lets work together for a great season of cycling! If you have any questions or concerns, please call me, Dave Klein, at (616) 361-8779."

PONTIAC LAKE CHAPTER:

By Gary Moore

The Pontiac Lake Chapter has been looking to add new trails to avoid user conflict and trail sections which show signs of impact. Tom Penar and Ric Williams were in charge of laying out the new sections and on November 10, 1991 the entire chapter was invited to ride them and give their input. We had close to twenty riders and it was unanimous, in favor of submitting them to the DNR for approval. In total they could add close to 2 miles to our present loop. GREAT JOB.

Tom Penar is in the process of making signs for Proud Lake to mark the bicycle trails. They should be in place this winter, marking a fun and challenging four mile loop.

The first order of T-shirts have been sold and we have reordered more. They will be available at Tom Nell's.

On December 3 we had our elections, Diane James and Ric Williams declined nominations for third and second terms respectively. Diane, who has done a great job as recording secretary/treasurer has been in that position since the start of our chapter. She has also kept all the results for the MMBA Point Series, and worked out the program for our current statewide membership list.

Rick William, past vice president has been our contact person with the DNR, organized trail maintenance and construction projects throughout the year. He also helped to layout new sections of trail which were added this year and ones that have been proposed for future construction.

I'd like to thank both of them on behalf of myself and the members of our chapter for the great job they have done.

Officers for this year are as follows:

President: Gary Moore
(313) 698-3093

Vice President: Tom Penar
(313) 652-0336

Treasurer: Mike Hrischuk

Secretary: Jeff Mayo

Trustees: Tom Nell, Joel Breaseale, and Ric Williams

Look for information on the Mid Michigan Chapter, Southeastern Chapter, and perhaps a new "Thumb" area chapter (Hey Joeline!)...by the way where is Joeline, former Mid-Mich... president...find out in the spring issue of the BRB....

WHAT IS THE MMBA?
YOU
WHO KEEPS THE TRAILS IN
TOP CONDITION?
YOU
DO YOU ENJOY MOUNTAIN
BIKING? DO YOU RIDE ONCE
A WEEK? TWICE? EVERY
DAY?
IF YOU GIVE ONE DAY A
MONTH TO THE MMBA YOU
MAY KEEP ON RIDING WHEN
YOU WANT. IF YOU DON'T
YOU WON'T.

MMBA SHOP AND MANUFACTURE MEMBERS

THANKS FOR YOUR SUPPORT!

Chicago Drive Schwinn / Kentwood Schwinn
Western Chapter
4300 Chicago Drive
Grandville, MI 49418

Campus Bike and Toy Center
PMBC
514-16 E. William
Ann Arbor, MI 48108

Denny's Schwinn/Central Park
All Locations
Mid Michigan Chapter
1096 Bonanza
Okemos, MI 48864

Oakland Cty. Parks and Rec.
Pontiac Lake Chapter
2800 Watkins Lake Road
Pontiac, MI 48054

Tom Nell Bicycles, LTD.
Pontiac Lake Chapter
2528 Elizabeth Lk. Rd.
Pontiac, MI 48054

Velocipede Peddler
Mid Mi Chapter
541 E. Grnad River
East Lansing, MI 48823

Village Cyclery
109 E. Main St.
P.O. Box 675
Pinckney, MI 48169

Michigan Cyclist Magazine
Castelli Publications/Western Chapter
150 Fountain NE
Grand Rapids, MI 49503

Highwheeler Bicycles
Western Chapter
211 River
Holland, MI 49423

Fun Promotions
Western Chapter
P.O. Box 1383
Grand Rapids, MI 49501

Bike Haus, Inc
PMBC
9977 E. Grand River
Brighton, MI 48116

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Western
5742 S. Westnedge
Kalamazoo MI 49002

ITT Sports Managemnt
Bill Zolkowski/PMBC
2205 Dexter
Ann Arbor, MI 48103

Cherry Capital Cycling Club
P.O. Box 1807
Traverse City, Mi 49684

Pro Cycle Centers
3592 W. Maple
Birmingham, MI 48301

Brick Wheels
430 West 14th Street
Traverse, MI 49684

**TO ALL THE SHOPS AND
MANUFACTURES WHO SUPPORT THE
EFFORTS OF THE MMBA AND ITS
MEMBERS - THANK YOU
IF YOU DO NOT SEE YOUR
NAME HERE BUT WOULD LIKE TO,
CONTACT THE MMBA (616)784-9327**

MICHIGAN MOUNTAIN BIKING ASSO. TREASURER'S REPORT NOVEMBER 19, 1991

INCOME

	<u>GEN</u>	<u>BRB</u>	<u>CHPTR</u>	<u>TOTAL</u>
MEM. DUES.	4,508	2,254	2,254	9,016
BRB GRANT		2,500		2,500
POINT SERIES	678			678
BRB ADS		370		370
BIKE GIVEAWAY	369			369
MISC.	20			20
TOTAL INCOME	5,575	5,124	2,254	12,953

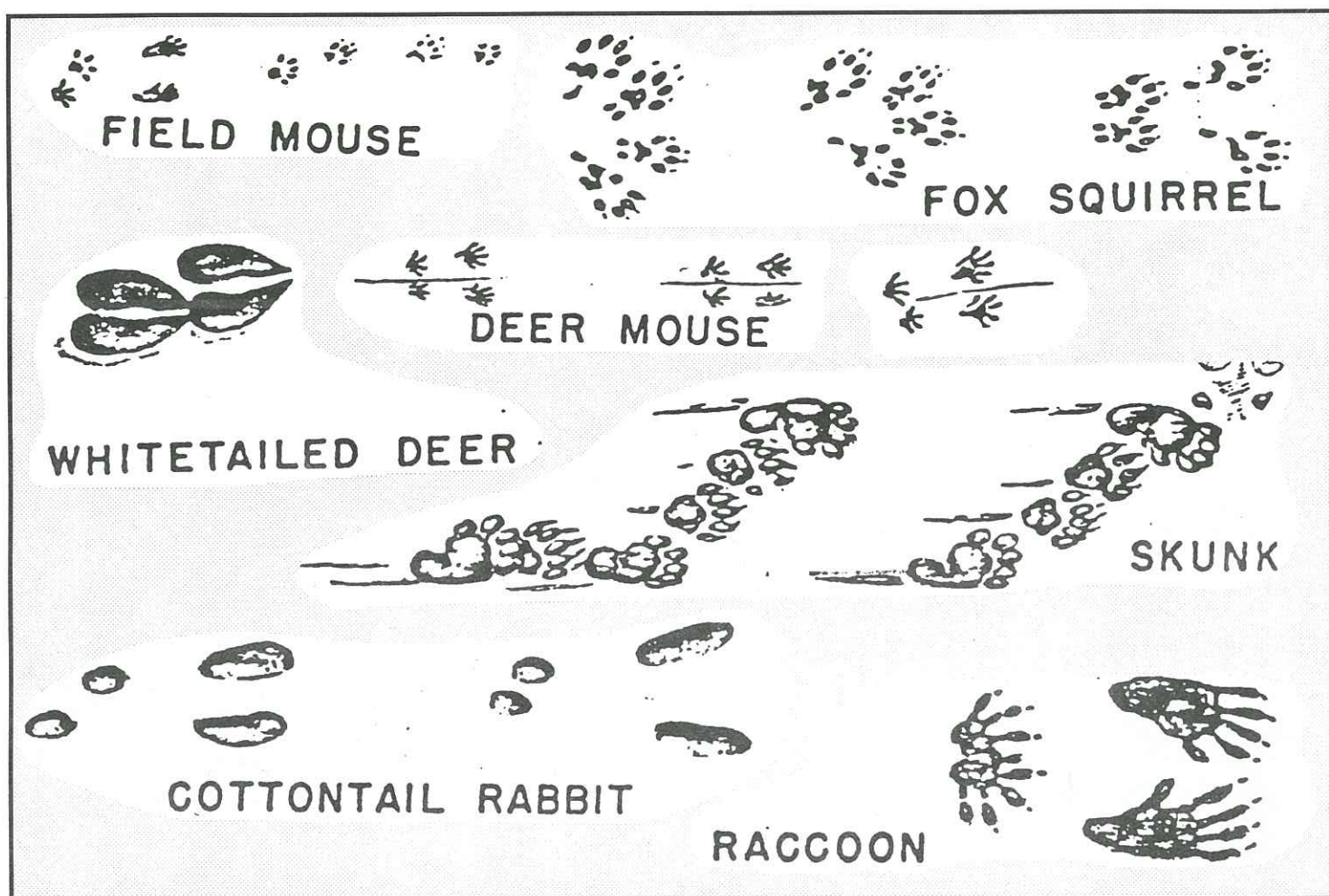
EXPENSE

BRB		4,157		4,157
CHAPT DISB			2,310	2,310
PRESIDENT EXP.	1,448			1,448
LEGAL COUNC.	312			312
POINT SERIES	887			887
PRINT & COPIES	739			739
ANNUAL&BOARD MT.	577			577
DUES & FEES	560			560
MISC.	88			88
TOTAL	4,611	4,157	2,310	11,078

BALANCE

YTD	964	967	(56)	1,875
AS OF 1/1/91	89	1,245	715	2,049
TOTAL	1,053	2,212	659	3,924

Questions on MMBA Treasurer's report
can be directed to Tom Nell, Treasurer,
John Dohan, Chairman or Dwain
Abramowski, President call (616) 784-
9327 for more information.



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P.O. BOX 29, BELMONT MI 49306

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